

FLD 902<sup>25X1</sup>

CLASSIFICATION SECRET  
 COUNTRY East Germany 25X1 SECURITY [REDACTED]  
 TOPIC Hersleb Airfield REPORT [REDACTED]  
 25X1  
 EVALUATION [REDACTED] 25X1 PLACE OBTAINED [REDACTED] 25X1  
 DATE OF CONTENT [REDACTED] 25X1  
 DATE OBTAINED [REDACTED] DATE PREPARED 19 May 1983

20 April. There was no air activity.

1 to 4 May. There was no air activity although the weather was favorable.

5 and 6 May. During the morning, some individual flights by MiG-15s were made. There was a closed ceiling at an altitude of about 600 meters and good visibility.

7 May. Between noon and 2 p.m., there was individual flying by MiG-15s. The weather was the same as on the two preceding days.

8 May. Between 11 a.m. and 6 p.m., MiG-15s were observed flying individually and in elements of two. There was a scattered cloud base at an altitude of 500 meters.

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9 May. Between 8 a.m. and 1 p.m., MiG-15s practiced individual flying and flying in elements of two. There was a 10/10 overcast at an altitude of 400 meters and visibility was limited to 2 km.

11 May. There was no air activity.

12 May. In the afternoon, MiG-15s made local flights. The cloud base was at an altitude of 500 meters and visibility was good.

13 and 14 May. No air activity was observed.

15 and 16 May. Between 8 a.m. and 7 p.m., groups of two and four planes practiced flying. The formations headed toward the east, returned from that direction after 45 to 50 minutes, dispersed in a wide left turn and landed in rapid succession. On 15 May, aircraft involved in flying [redacted]

[redacted] There were no clouds.

17 and 18 May. There was no air activity although the weather was cloudless.

19 and 20 May. A few individual take-offs by MiG-15s were observed.

21 May. Throughout the day, formations of two and four planes were flying at large intervals. The sky was cloudless.

22 May. Between noon and 4 p.m., some local flights by MiG-15s were observed.

23 May. Between 6:30 a.m. and 5 p.m., formations of two and four planes continuously practiced flying. The formations immediately climbed to an altitude of about 4,000 meters, flew in an easterly direction and returned after 45 to 50 minutes. There were no clouds.

24 May. There was no flying.

25 May. Flying started in the early evening hours and continued until 2 a.m. Individual local flights of about 5 minutes were made by planes [redacted]

26 May. Between 7:30 a.m. and 1 p.m., groups of four MiG-15s [redacted] practiced formation flying. There were no clouds.

27 May. Between 8 p.m. and 9 a.m., individual planes [redacted] continuously made local flights of about 5 minutes. There was a closed ceiling at an altitude of 800 meters and good visibility.

23, 25, 26, and 27 May. Between 4 a.m. and 7 a.m., parachuting from a Po-2 was practiced over the field. When the Po-2 had climbed to an altitude of 800 meters, the parachutist mounted the wing from the front seat and jumped. After a fall of 100 to 150 meters, his parachute opened and he landed at the field. Immediately after the jump the biplane landed and took off again after about 5 minutes.

23 and 27 May. One Po-2 landed.

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2. At 6 a.m. on 1 May, 33 MiG-15s and 3 single-engine monoplanes were counted at the field. On 26 May, the two alert flights of 4 MiG-15s each were parked in line on the eastern connecting lane between the runway and taxiway. An additional 24 MiG-15s and 1 Po-2 were parked in a large curve in front of the hangars. The single-engine monoplanes observed on 1 May were no longer seen. Personnel stationed at the field were estimated at 1,000 to 1,200 men with black-bordered blue epaulets, 100 men with blue-bordered black epaulets, and 100 men with red-bordered black epaulets.

3. During the first half of May, 3 to 5 railroad tank cars were repeatedly seen being unloaded at the fuel dump on the southern edge of the field. Six light AA guns were still emplaced on the eastern edge of the field. The shrapnel-proof aircraft revetments had not yet been used. The radio installations were still at their previous locations. Details could not be observed as trees obstructed the view.

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5. Between 17 May and 6 June, no change in the occupation of the field was observed. Individual local night flights were repeatedly conducted by MiG-15s. In the early mornings around 20 May, parachuting from Po-2s was observed several times. There was flying by some Li-2s or Il-12s from which [redacted] parachute jumps were also made over the field. Trucks [redacted] were seen entering and leaving the field.

[redacted] Comment. A fighter division headquarters and a fighter regiment are stationed at Merseburg airfield. The number of MiG-15s available at the field is slightly higher than 25, which is the number of planes usually assigned to fighter regiments. Aircraft [redacted] is reported for the first time in East Germany, while aircraft [redacted] was previously observed in Wittstock.

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